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Traffic Relief Is In Your Hands

The Transportation Investment Act of 2010 created the opportunity for residents to vote on a penny sales tax to support transportation improvements throughout the Atlanta region. All funds raised will stay in the 10-county region and can be used to support a wide range of projects that would combat congestion.

Transportation Investment Act of 2010: Why Now?

Metro Atlanta faces a transportation funding crisis. Revenues from gas taxes, the primary source of federal and state funding, are declining as cars become more fuel efficient. In fact, 70 percent of the region's transportation funding will be spent to simply maintain the existing roads and systems over the next 30 years, leaving little room for expansion. This means that as the region grows, congestion will worsen. The Transportation Investment Act can inject critical funds to maintain our region's competitive advantage.

How Regional Transportation Funding Works

The Transportation Investment Act calls for the formation of a Regional Roundtable, made up of county commissioners and mayors from all counties. Projects to be considered for funding by the referendum have been submitted by local governments throughout the region. Georgia Department of Transportation's Planning Director considers these submissions as he creates and delivers an unconstrained list to the Roundtable.

With input from residents, the Roundtable will work through the summer and fall of 2011 to select a list of regionally significant, priority transportation projects that could realistically be funded with the sales tax revenue over a 10-year period. The list will include transit, roads, safety, pedestrian and bike improvements and technology updates and will be finalized in October 2011. In July 2012, residents will decide whether or not to approve a penny sales tax to support these projects.

The Atlanta Region:

Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale counties

Key Points

- All money raised in the region, stays in the region.
- The list of projects is developed by local officials and voted on by the public.
- 15 percent of all funds raised in the region will go directly to local jurisdictions to use on any transportation projects they choose.
- Without new transportation resources, our region's economic future is at risk.
- Metro Atlantans may not get another chance to say "yes" to traffic solutions for years.

Atlanta Regional Roundtable Commitment

The Atlanta Regional Roundtable is committed to an open and transparent process that creates a regional project list that:

- Considers transportation projects that create significant regional impact, yet reflects the unique conditions of different areas in the region
- Values connectivity across the region
- Is multimodal
- Relieves congestion, expands transportation options and creates jobs
- Can be delivered on time and on budget
- Reflects the community's priorities as gathered through extensive community input
- Is a strategic piece of a larger effort to dramatically improve mobility and advance PLAN 2040, the regional transportation, transit and land use plan
- Leverages the maximum amount of federal funds available to the region
- Creates short term and long term solutions to Atlanta's transportation problems
- Serves all segments of the region's diverse population through comprehensive solutions
- Uses technology where appropriate to improve efficiency and safety
- Considers connections to adjoining regions

The list will complement and supplement existing transportation and land use plans. It will position Atlanta to compete for businesses and jobs while improving the quality of life, reducing traffic congestion and enhancing safety.

Adopted June 9, 2011

Atlanta Regional Roundtable Milestones

